

HOW TO MAKE MiMo A WALKABLE VILLAGE

URBAN ENVIRONMENTS DESIGN GROUP
(formerly DPZ Latin America)

JORGE M. PLANAS, PRINCIPAL

jorge@uedg.com

WHAT KIND OF STREET DO WE DESERVE?

EXISTING CONDITIONS / EXPERIENCE

- INCONSISTENT R.O.W. WIDTH
- INCONSISTENT TREE PLANTINGS
 - Royal Palm
 - Montgomery Palm
 - Mahogany
 - Live Oak
 - Gumbo-limbo
- TREE PLANTERS SCATTERED AIMLESSLY
- LITTLE TO NO SHADE
- OBSTRUCTED WALKWAYS
- ABUNDANCE OF STREET SIGNAGE
- PEDESTRIAN AND HIGHWAY STREET LAMP MIX
- LOSS OF PARKING IN FDOT RECONSTRUCTION
- PHONE BOOTH "BILLBOARDS"
- STOREFRONT "AUTOMOBILE" ORIENTED SIGNAGE
- DRIVEWAYS INTERRUPTING SIDEWALK
- DANGEROUS OFF-STREET HEAD-IN PARKING
- PARKING ON SIDEWALKS
- DISREGARD FOR THE PUBLIC REALM
- BARRICADED STREET ENDS NOT UTILIZED
- BASIC STREET FURNISHINGS
- NO CIVIC SPACE
- VACANT LOTS
- SHORTAGE OF MEDIUM DENSITY RESIDENTIAL
- NEW CONSTRUCTION ONE STORY STRIP MALL
- WEAK DESIGN GUIDELINES
- LACK OF CODE ENFORCEMENT
- POOR MAINTENANCE



TYPICAL COMPONENTS OF A STREET

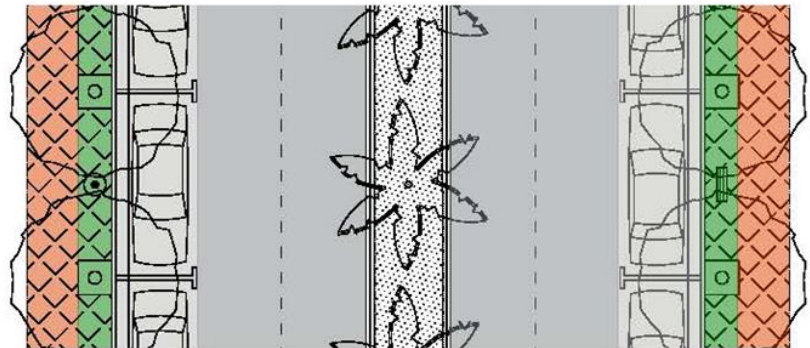


VEHICULAR TRAVEL LANES(S): Area used for the movement of automobile traffic.

VERGE (VEHICULAR): Area used for parking, vehicular loading, and bus stops.

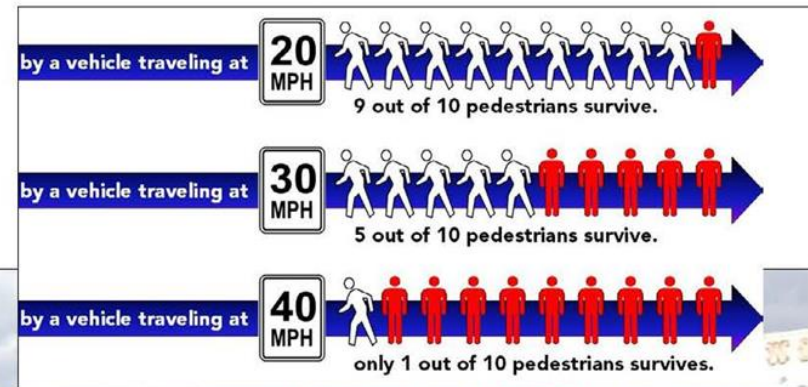
VERGE (PEDESTRIAN): Sidewalk area set aside for streetscape furniture, cafe tables, tree plantings, street lamps and signage.

PEDESTRIAN WALKWAY: Sidewalk area set aside for pedestrian walking.



TRAVEL LANES

Narrow travel lanes slow cars down.
Wide travel lanes encourage speeding.



ON-STREET PARKING

- Buffer pedestrians from speeding motorist.
- Slows motor vehicles.
- “Teaser” parking is good for business.



SIDEWALKS

- More than just for pedestrians to walk on.
- Buffers pedestrians from speeding motorist.
- Wide sidewalks are ideal, NOT at the cost to on-street parking.

Vehicular Verge: parking, transit shelters, bike stations, tree planters, bulb-outs, signage

Pedestrian Verge: street furnishings, tree planters, signage

Pedestrian Walkways: unobstructed clear paths for the free movement of pedestrians



FRONTAGE PARKING



BUILDING FRONTAGE



STOREFRONT





Distinct Character

- Create Sense of Place
- Community Identity
- Build a Brand
- Environment that attracts





Include Diversity

- Include a mix of shops, offices, apartments, hotel, etc.
- Attract variety of people, ages, income, and cultures
- Provide multiple options and experiences for visitors





Design for People

- Comfortable
- Elegant
- Vibrant
- Safe
- Walkable
- Spaces with multiple uses
- Enjoyable





Density is Good

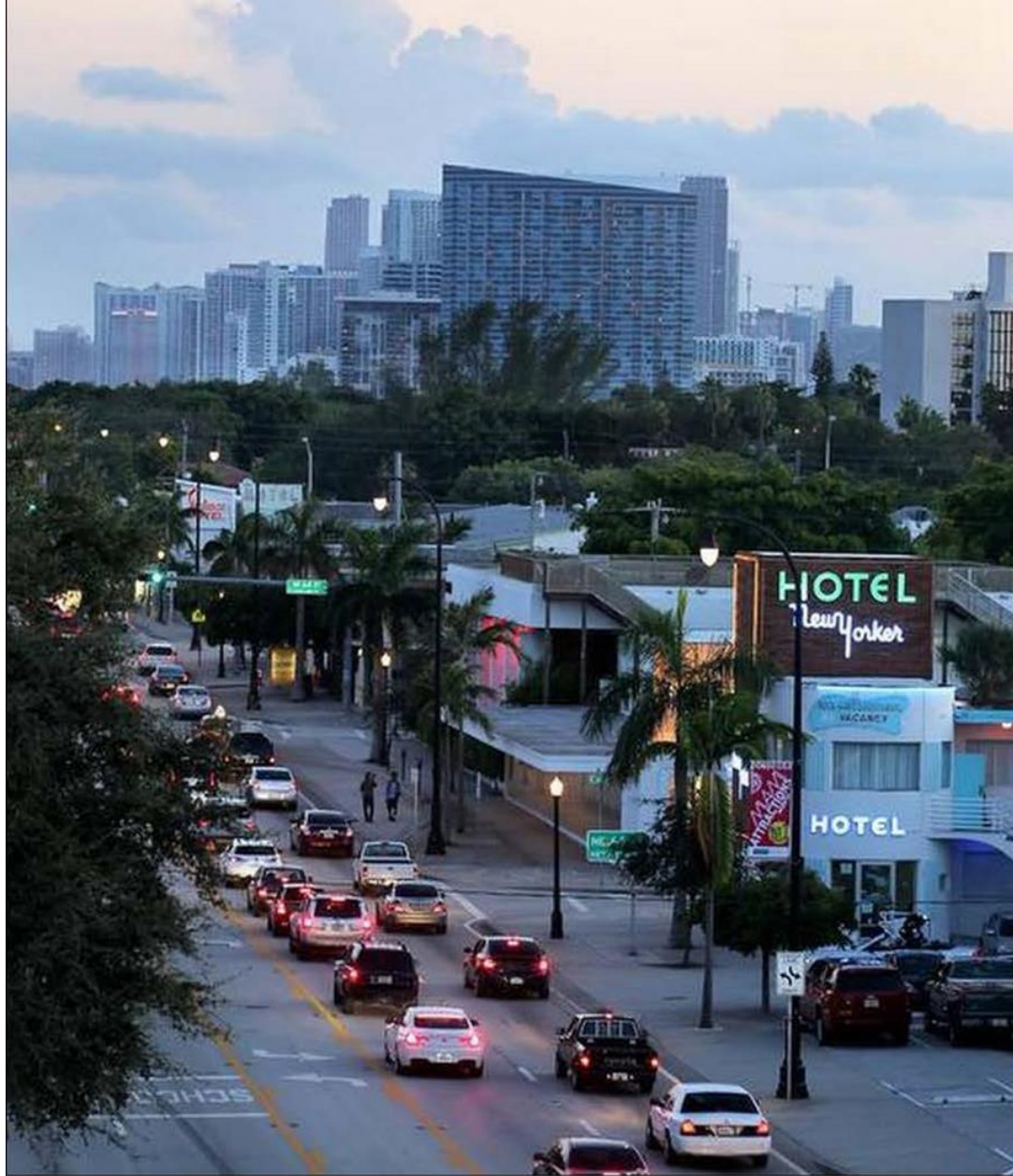
- Density is a good thing
- Urbanism needs people
- Helps supports businesses
- Brings diversity of people
- Allows for efficient infrastructure
- Equals value



Civic Space

- Place of Gathering
- Dignified spaces
- Acknowledges important location
- Landmarks
- Helps to reinforces brand/image
- Attracts people





Preservation

- Acknowledge community history
- Creates awareness and appreciation
- Source of community pride
- Integrating past with present
- Modernizing
- Attraction tourist and local



Quality / Details

- Emphasize beauty, aesthetics, comfort
- Proper use of proportions
- Correct architecture detailing
- Construction material and finishes that endure
- MIMO Architectural Details
 - Decorative Block Walls
 - Stucco, Brick, Stone, Tile
 - Iron Railings
 - Beanpoles
 - Eaves
 - Outdoor Spaces/Courtyards
 - Eyebrows and Window Frames
 - Cheese Holes
 - Fun Shapes and Angles
- Other Styles within the District

WE CAN DO BETTER



HOW TO MAKE MiMo A WALKABLE VILLAGE

URBAN ENVIRONMENTS DESIGN GROUP
www.uedg.com

WE CAN DO BETTER



HOW TO MAKE MiMo A WALKABLE VILLAGE

URBAN ENVIRONMENTS DESIGN GROUP
www.uedg.com

WE CAN DO BETTER



HOW TO MAKE MiMo A WALKABLE VILLAGE

URBAN ENVIRONMENTS DESIGN GROUP
www.uedg.com

WE CAN DO BETTER



WHAT KIND OF STREET DO WE DESERVE?

A highly dignified and aesthetically pleasing streetscape that defines a public realm that showcases Mimo's rich architectural legacy and promotes a safe and comfortable experience that fosters a sense of community and civic pride.

URBAN ENVIRONMENTS DESIGN GROUP

(formerly DPZ Latin America)

JORGE M. PLANAS, PRINCIPAL

jorge@uedg.com

MEDIANS



TRAFFIC



IMAGINE A WALKABLE MiMo VILLAGE



HOW TO MAKE MiMo A WALKABLE VILLAGE

URBAN ENVIRONMENTS DESIGN GROUP
www.uedg.com

IMAGINE A WALKABLE MiMo VILLAGE



HOW TO MAKE MiMo A WALKABLE VILLAGE

URBAN ENVIRONMENTS DESIGN GROUP
www.uedg.com

IMAGINE A WALKABLE MiMo VILLAGE



HOW TO MAKE MiMo A WALKABLE VILLAGE

URBAN ENVIRONMENTS DESIGN GROUP
www.uedg.com

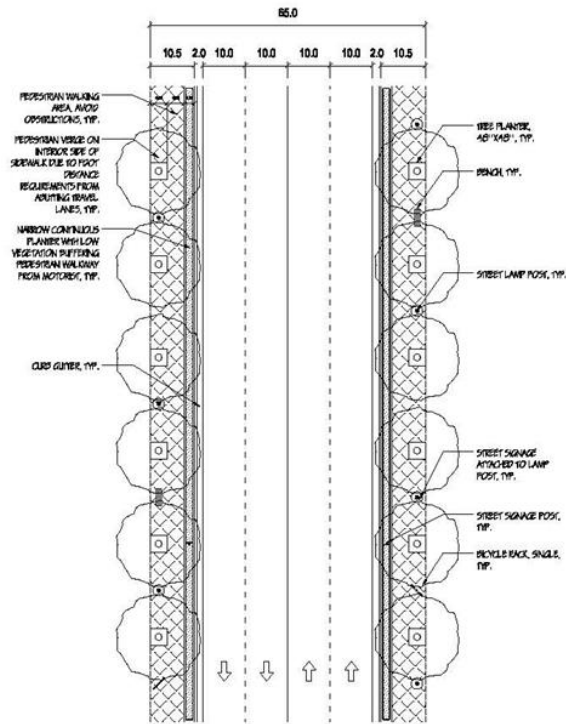
IMAGINE A WALKABLE MiMo VILLAGE



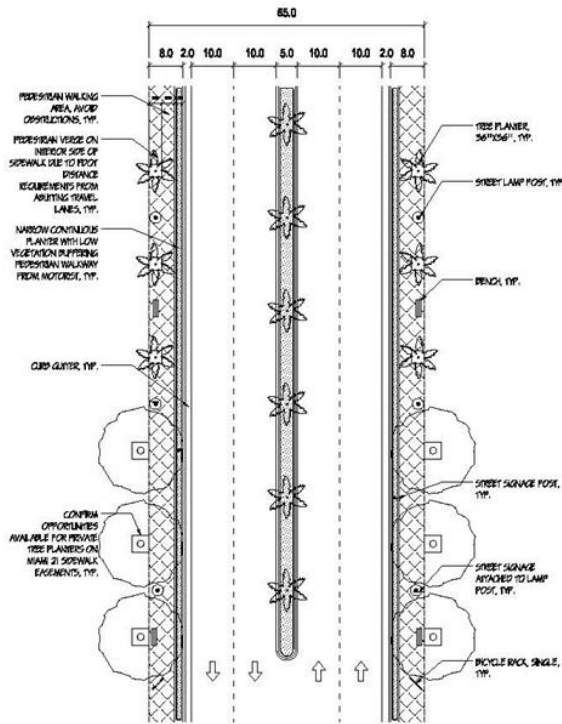
HOW TO MAKE MiMo A WALKABLE VILLAGE

URBAN ENVIRONMENTS DESIGN GROUP
www.uedg.com

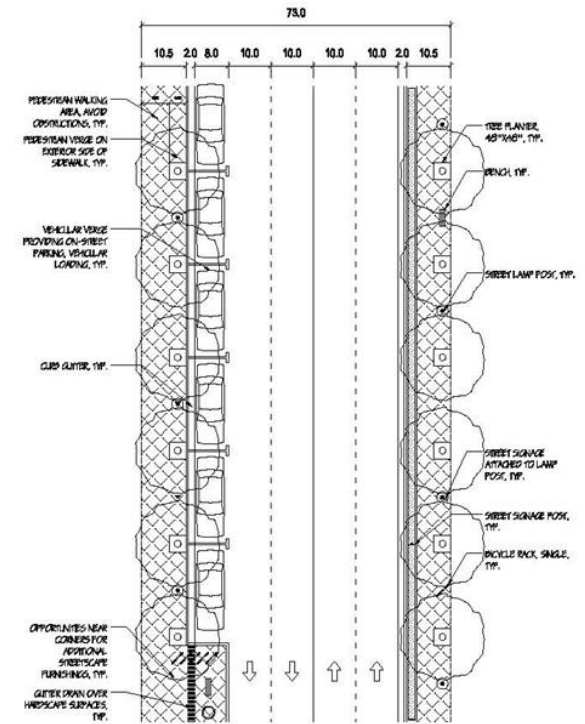
NOT A ONE SIZE FITS ALL



65' ROW, NO PARKING, NO MEDIAN

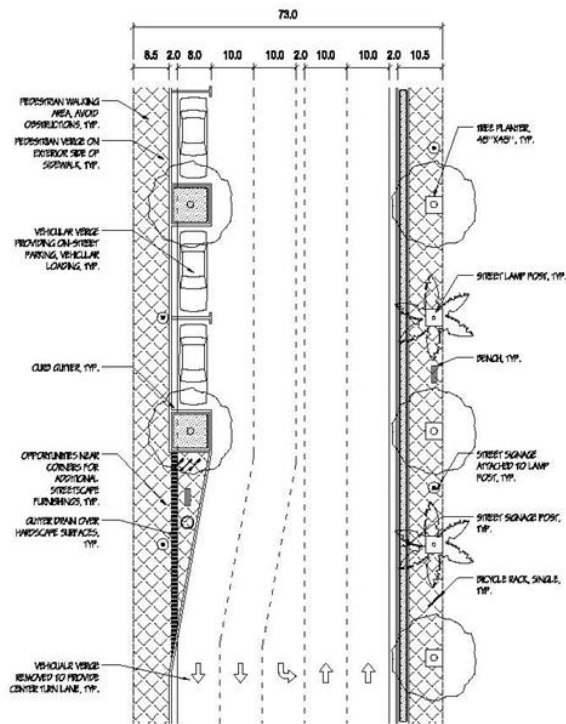


65' ROW, NO PARKING, WITH 5' MEDIAN

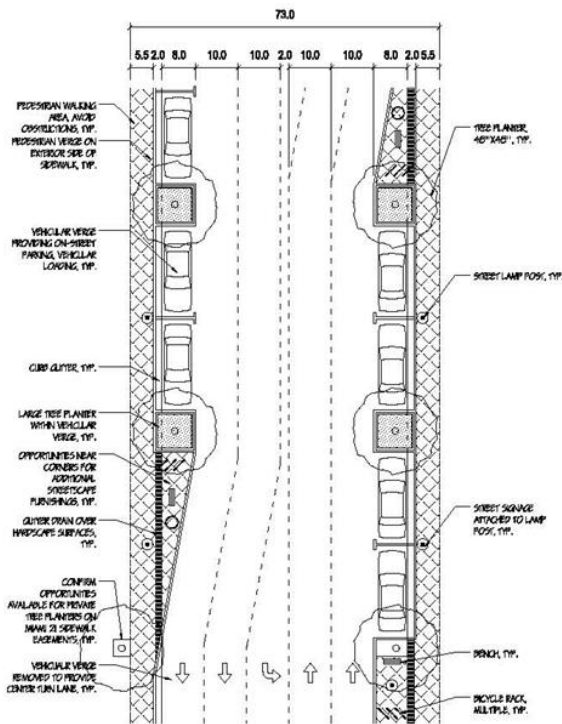


73' ROW, PARKING ONE SIDE, NO MEDIAN

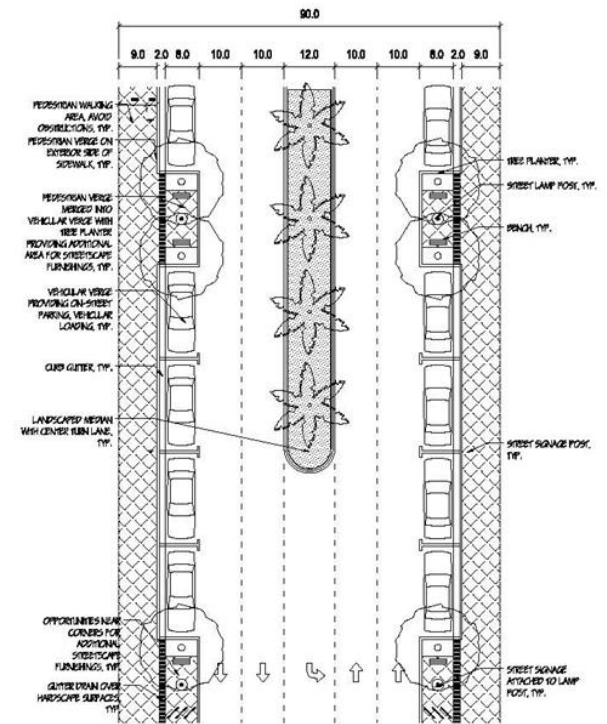
NOT A ONE SIZE FITS ALL



73' ROW, PARKING ONE SIDE, CENTER TURN



73' ROW, PARKING TWO SIDES, CENTER TURN



90' ROW, PARKING TWO SIDES, CENTER TURN WITH 12' MEDIAN

MIAMI IS EVOLVING

- Downtown Living
- Art Museum
- Wynwood
- Design District
- Trolley
- Bicycle Share Stations